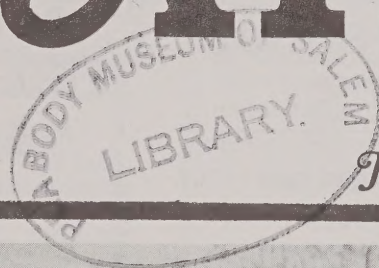




messing about in BOATS

Twice a Month!

Volume 3 ~ Number 2



June 1, 1985





messing about in BOATS

PUBLISHED TWICE A MONTH, 24 ISSUES A YEAR. SUBSCRIPTION PRICE IS \$15 FOR 24 ISSUES.

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Our Next Issue...

Will be a few days late as I'm going to hold up printing so I can bring a complete report on the Small Boat Show to you while it is still reasonably recent news. The show is May 17-19, the June 15th issue would normally go to press on the 21st but I'll need until about the 24th to get the show report together. Looks like lots of interesting boats to try out and people to talk to. So that'll pretty much do it for the next one.

On the Cover...

Despite its urban location, the Charles River flowing to the sea in and around Boston has some very nice country. The Run of the Charles canoe race in late April focussed our attention on this, the paddlers on the cover are in Hemlock Gorge in Needham right under the 1200 foot towers of Boston TV stations and right next to bustling Rt. 128. But you'd never know it in the Gorge.

Commentary

THE THOLEPIN

THAYER & COMPANY 2100 Albee Road New Haven, CT 06511 No. 10 Feb. 1983

THE CURRENT

Newsletter of the Ct. River Oar & Paddle Club

SHAVINGS

Newsletter of The Center for Wooden Boats Vol. 8, No. 3 May, June, 1981 72p

THE CONNECTICUT CANOE RACER

ANORAK

ASSOCIATION OF NORTH ATLANTIC KAYAKERS

Newsletters...

Regular readers will probably have noted that I am increasingly reprinting articles that catch my fancy from other publications. Not from the mass market consumer magazines but from other of the small enthusiast newsletters that exist to serve the particular interests of different boating groups. This is not because I am running out of items of interest, nor because I am getting too lazy to write my own. It's because these articles seem of real interest to me, and will reach a lot broader audience, even with this small magazine, than they do in the newsletters in which they originally appeared.

This particular issue has quite a few. *THE CURRENT*, newsletter of the Connecticut River Oar & Paddle Club gives us, "Lingering Over Winslow Homer." *THE THOLEPIN*, Jim Thayer's now and again ramble amongst funky old boats and boating gives us his "commercial", "The Urbanna Rocket." *ANORAK*, the sea kayakers newsletter gives us "Eastward from Stony Creek." *THE CONNECTICUT CANOE RACER* gives us, "So What's it Like?" *SHAVINGS*, the newsletter for the Center for Wooden Boats gives us the "Beach Bomb."

I found these all interesting short articles, each reaching its own rather narrowly defined interest group. It seemed that it would not only interest our readers but also bring word of these groups and their interests into broader public view. It's sort of amusing to think of a small publication like this one assuming this role of bringing things to broader public view, but those magazines with really larger readerships numerically just do not have the space or the interest to do this.

Newsletters come into existence to serve as communication amongst persons who have joined together with a common interest in an activity. The limiting aspect is that virtually all are done by volunteers in spare time, and all espouse the merits of that particular activity mostly to persons already aware of them, and sold on them. They do not reach out to new people who might be interested. I've done newsletters in the past, in fact

my first effort at a regular monthly magazine, in 1959, started as a club newsletter. When a demand arose for more news and even for photos, I looked at what this meant in expense and in my time, and decided that if I was going to go to all this effort, I was going to be the one to either succeed or fail, not entirely to benefit the others involved who couldn't be bothered with this work. It worked out for me, I've been in this trade ever since.

So *MESSING ABOUT IN BOATS* is sort of a step up from a newsletter while not really a magazine. No club would ever spend what it costs to put out this little publication, nor would any volunteers be able to apply the unrelenting attention needed. Nor do most people have the necessary skills to do it all efficiently and in manageable time.

Now that we reach several thousand people who seem to share our broader guage interest in messing about in boats, we're in an ideal position to include for our readers subjects of interest from various newsletters, subjects they would not normally ever become aware of. To supplement my own articles and reports, and those readers submit, this culling from newsletters brings another aspect of what I'm doing to realization.

All of this material is reprinted with some sort of advance agreement with the sources, I don't just steal it to make my job easier. The trade off is the increased visibility of these special interest groups as a result of such reprinting.

Most people who have interesting tales to tell will say right off, "Oh, I couldn't WRITE anything." They feel inadequate in what they view as the arcane art of writing. But those who just sit down and tell their tale on a typewriter just as they would verbally to friends, without trying to WRITE it in fancy language often come up with very readable stuff. I love to find these in my reading, and encourage these unrecognized writers to further efforts by bringing what they have to say before our readers. And for all these reasons you'll be seeing reprinted items from time to time on these pages. Enjoy them, I do.



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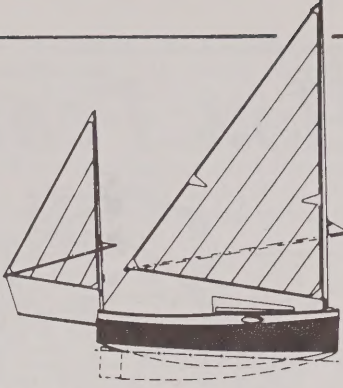
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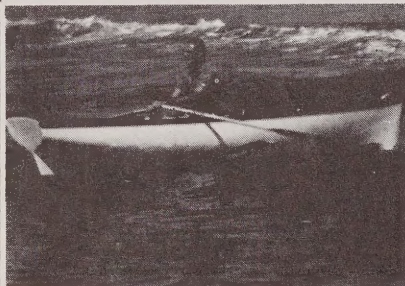
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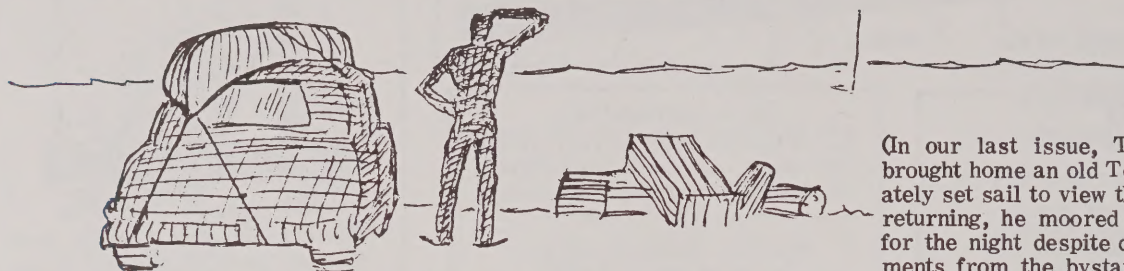


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How I came to own a Townie

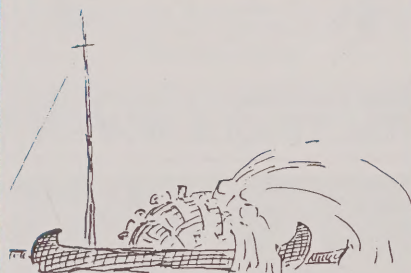


THE NEXT MORNING

(In our last issue, Tom McGrath had brought home an old Townie and immediately set sail to view the tall ships. Upon returning, he moored the leaky old boat for the night despite discouraging comments from the bystanders on the pier at Nahant. The adventure continues:)



PADDLED OUT TO IT



BAILED



LEAPED ABOARD

I arrived early the next morning with a canoe on top of the car since I didn't have a pram. The sailboat isn't where I left it. Did it break loose? Was it stolen? No . . . I see the mast. It is awash. I paddled out to it and started bailing it out from the canoe with a large bucket. There was a chop and water would wash aboard. I bailed faster and got ahead of the incoming water and leaped aboard. The boat sank beneath me. I climbed out and back into the canoe and sat there awhile.

There was no wind and the early morning sun was getting warm. I thought to myself, "It's a great day to be messing about with a boat." This time I bailed the Townie almost dry before I got in. It was windy last night, accounting for this chop, perhaps it took water over the bow. Still, I took off everything I thought wouldn't float in case it sank again, paddled ashore, car-topped the canoe, and drove to work.

I returned that evening and saw the boat merrily bobbing at its mooring. I went home and slept soundly. The next morning I discovered that the boat had sunk again. Everything was wet. Apparently it had rained at night. That's what may have sunk the boat. Checked it that night. Still afloat. I slept a little less soundly. Returned the next morning. The boat had sunk again. It hadn't rained that night and there was no chop. There was no excuse I could think of. I had to admit that the boat just sinks at night of its own accord.

I bailed it out again thinking, "It's a great day, but a little monotonous, messing about in this boat." I decided not to check on it at the end of the day. Do it in the morning. Eleven o'clock that evening the harbormaster called and told me my boat had sunk. I thought it only sank at night when I slept. I bailed it out again assuming I wouldn't have to bail it out in the morning. The next morning the harbormaster called again, my boat had sunk again and was a navigational hazard. I would have to do something about it or get it out of there.



SUNK



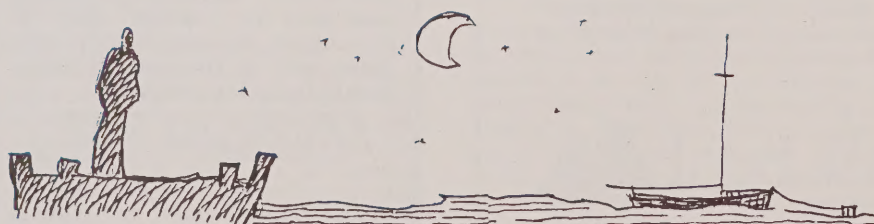
AGAIN



AND AGAIN



NAVAGATIONAL HAZARD



RETURNED THAT NIGHT

I took the day off from work. Went to a marine store and asked if they had a panacea for a sinking boat. I was given a large expensive can of evil looking gluck with glowing reports of its success. "Apply it underwater. It'll stick to anything. Great stuff." I wasn't taking any chances. I'd let the boat dry out first. I bailed the boat out and paddled it up on the beach at high tide, putting blocks of wood beneath it before it settled on the sand when the tide went out. I sponged out the remaining water.

It would take 12 hours to refloat it. Plenty of time to let it dry out. Another good day to mess about. I opened the can of evil smelling gluck and tried to apply it neatly to where I thought the leak was. The stuff stuck to everything alright; mostly to me. Then I stuck to everything else. I did manage to get some around the inside of the centerboard trunk and up into the centerboard slot. The tide refloated the boat and I paddled it back to the mooring. The boat should behave itself now. Next morning the phone rang again.

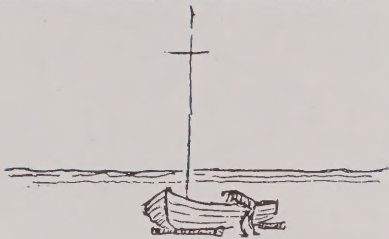
I returned with a trailer, pulled the boat out and slowly drove home feeling like I was leading a funeral closely followed by a long line of impatient relatives. I dropped it in the back yard and waited to regain my patience, then turned it over and began operating on its back-side; drilling holes and countersinking long screws up into the centerboard trunk. Another trip to the marine store for more stinking sticking gluck. Globbing it on and anti-fouling the bottom. Back to the ocean and into the water. There was a controllable trickle of water at the forward end of the centerboard trunk.

I asked the Wharfinger how long it takes a boat to swell up. "People usually don't sink their boats to swell 'em. Yours should have fully swelled the third time it sunk." "Then it isn't going to do anything else?" "Only thing it'll do is sink again. Never saw a boat so determined. All boats leak a lot. Wooden boats do. Some worse than others." "Can anything be done about it?" "Just bail."



JUST BAIL

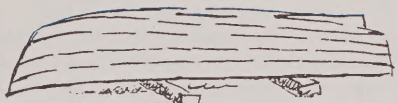
From then on I would bail and sail every other day. I'd get through the season and then replace the centerboard trunk during the winter. I felt that we were both old and eccentric, with serious faults that couldn't be corrected. These were the most enjoyable days. I would go down to the boat at night (or early in the morning if I took the day off, which happened often) and perform the sacred primordial ritual of preparing the boat for sea. Paddle out to the boat, raise the sail and cast off to sail out onto a slowly rolling sea with a fresh steady breeze. Could I exceed this celestial bliss?



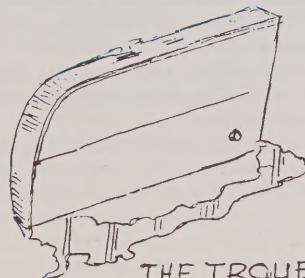
BEACHED



I RETURNED

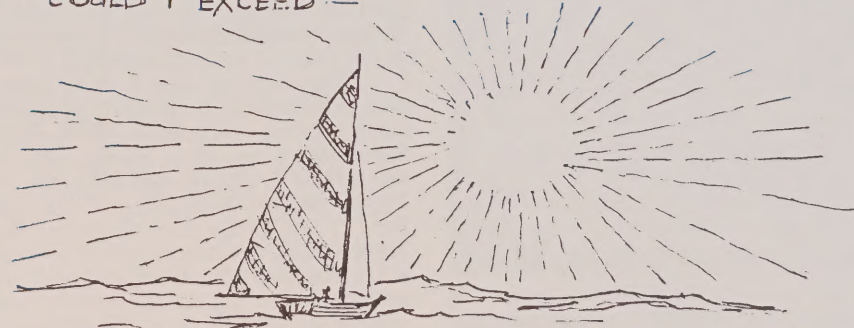


BACK YARD

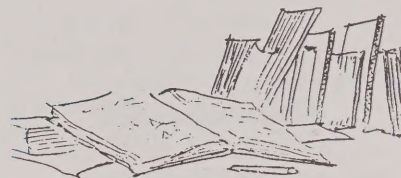


THE TROUBLE

COULD I EXCEED —



I thought so. I would prepare to race the boat. The second stage of madness. I didn't want to win races. I just wanted to perfect my sailing, I told myself. I'll be sensible and just chase the fleet around. Stay out of trouble. Observe. I'll learn things I can't get out of books. After the race ask questions and listen a lot.



RACING RULES



- PRACTICE -

I read the racing rules and practiced in the harbor using the lobster buoys for markers. Tacking, tacking, tacking. Jibing, jibing, jibing. Missing them, overshooting them, running them over. The first day of racing was approaching and I felt I was well prepared with a damn fine boat!

(Stay tuned for new revelations.)



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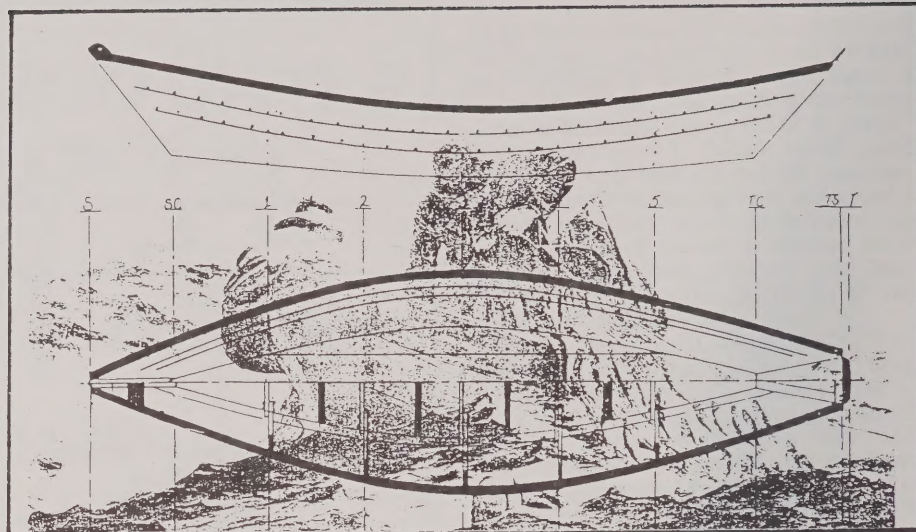


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Lingering Over Winslow Homer

Once again, nature imitates art. Excessive lingering about the paintings of Winslow Homer and repeated viewings of Captains Courageous on late night TV have taken their toll.

Since late December, when the Oar & Paddle Club willingly accepted a generous gift and set about four months of weekend volunteer work on the restoration of an authentic Banks dory, visions of wet oilskins, fog-shrouded schooners, North Atlantic waves, and even a cod or two, have haunted the fantasies of the dory volunteers.

Now as of the end of April, and a festive christening, those fantasies take on new potential.

In recent years, the dory WILLIAM E. COLLINS had sat in beer can filled splendor until donated to the CRO&PC by Mr. Collins and his wife Edwina of Essex, CT. The couple loved the boat, but pressures of business made it difficult to concentrate on the needed reconstruction. The persistent presence of the boat and its faded beauty fuelled the Club's desire to float her. The generosity of the Collins' made it possible.

The dory had been built to participate in a National Geographic film of the early 1950's, "The Lonely Doryman". Segments of that film, perhaps showing the COLLINS afloat were used in a 1973 Mystic Seaport production, "The Bank Dory". The latter film describes dory construction in Lunenburg, Nova Scotia; it clearly shows the traditional construction materials and methods that were used then to build the COLLINS and the tippy but seaworthy qualities that made

the design useful and famous.

The Club's volunteer team led by William Archer of Old Lyme came to appreciate the solid construction and the subtle lines of the dory over the months of rebuilding, scraping, sanding, priming, painting and fitting out.

Key work included cutting out and replacing the forward several feet of the top starboard strakes and some four feet of the top port strake, fashioning a new stem and breasthook, adding strengthening gussets to frames, refastening the bottom, bracing the transom and building thwart. Work on a donated motor and securing long, dorysize oars were also part of the work.

We're physically far from the great fishing grounds and far in time from the great days of the wooden boats of the north. But, when we pull your way down the river to the Sound, we're sure to feel a touch of the cold offshore air putting a little of the Winslow Homer back into the bones. And we'll owe this to the WILLIAM E. COLLINS and the team who put her back together again.

The restoration volunteers included Bill Archer, Woody Boynton, Cathy Flanagan, Roger Field, Judy Irzyk, Norm Ross, John Stratton, Rick and Jon Persson. Generous monetary and material contributions were made by many other interested Club members.

Report by John Stratton
Reprinted from THE CURRENT, Newsletter of the Connecticut Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475.

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The Urbanna Rocket

Some years ago we built a very light hull out of scraps, put some cheapo trim on it and stuck it up over the porch down at the store, assuming that the world would beat a path to our door. Well, the path was never too well trod and after several years the drain holes in the bottom of the hull plugged up with leaves so the thing filled up with water and came crashing down. It lay around the yard for a couple of years, too poor to sell and too good to trash.

In late April I pulled in from Colorado, every boat in sight already sold and Urbanna fast approaching. What to do? I mean, our own backyard pulling boat race! Ah ha. How about a secret weapon? The derelict hull was chopped out of the vines, the forefoot pruned back and the skeg bobbed. The topsides were cut down and when Bob Booth showed up the evening before Urbanna he lent a hand to put on some super light gunwales.

When I tossed this obviously very light world beater onto the beach, the cries of shock and anguish echoed clear to Deltaville. The sea lawyers began to spout interpretations and opinions which barely concealed their envy. The actual race is another story (next issue of THE THOLEPIN). Suffice it to say that we were onto something.

Afterward, in Colorado, we laid up a Livery with further modifications in mind. This became the plug for the revolutionary New Urbanna Rocket.

To describe the Rocket is to reveal the secret of speed and seaworthiness for the Rocket is the ultimate blend of these critical parameters.

Starting at the bow; the razor sharp stem (technically an exaggeration, but the only realistic simile) cleaves the water like a rapier thrust. The layup of this incredibly fine stem is extremely difficult, requiring the ultimate in fiberglass craftsmanship, yet our advanced skills and technology enable us to achieve flawless results at very reasonable cost.

Compared to the Livery, still for many purposes the ultimate rowing boat, the forefoot has been cut away slightly, the keel eliminated and the skeg trimmed. All of this has reduced wetted surface and

made her quicker turning. Surprisingly, her directional stability has been very little affected.

In addition to underwater configurational adjustments, the topsides have been lowered to decrease both weight and windage. New lightweight flotation compartments have been designed which, together with lightweight trim, give dramatic weight reductions. In addition to these design changes, our engineering capabilities will be exploited to develop hulls using Coremat, S glass, Kevlar and other state-of-the-art materials.

The results of weight reduction are manifest. The boat rows more easily, it can be carried to the water on your shoulder or over your head and it is easily cartopped.

For those who desire more freeboard, a sheer strake kit is available which gives a three inch increase in depth and results in a very handsome boat.

Even though designed without compromise for speed and seaworthiness, her beauty is legendary. Both her conception and execution result from artistry of the highest order. Her combination of virtues will be the despair of other designers who, even with their formulas and computers, are destined to fall short in attempts to surpass her.

This new boat is the obvious choice for those for whom low weight is paramount. It is also ideal for those who operate on sheltered waters and for those who want the edge on the competition when racing.

If you do not currently have a pulling boat of the highest caliber, please do not hesitate to order one of these superb Urbanna Rockets.

Reprinted from THE THOLEPIN, Jim Thayer, Editor, Etc.

Jim Thayer, builder of fiberglass boats of traditional design, and publisher of that occasional newsletter, THE THOLEPIN, saw no need to retain a Madison Avenue ad agency when it came time to introduce his latest creation. Herewith, some Virginia Tidewater salesmanship:

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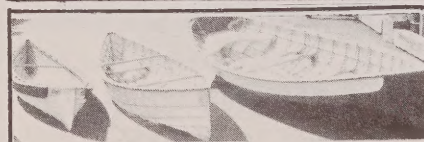
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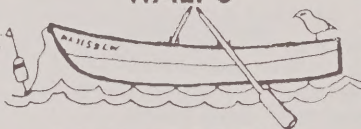
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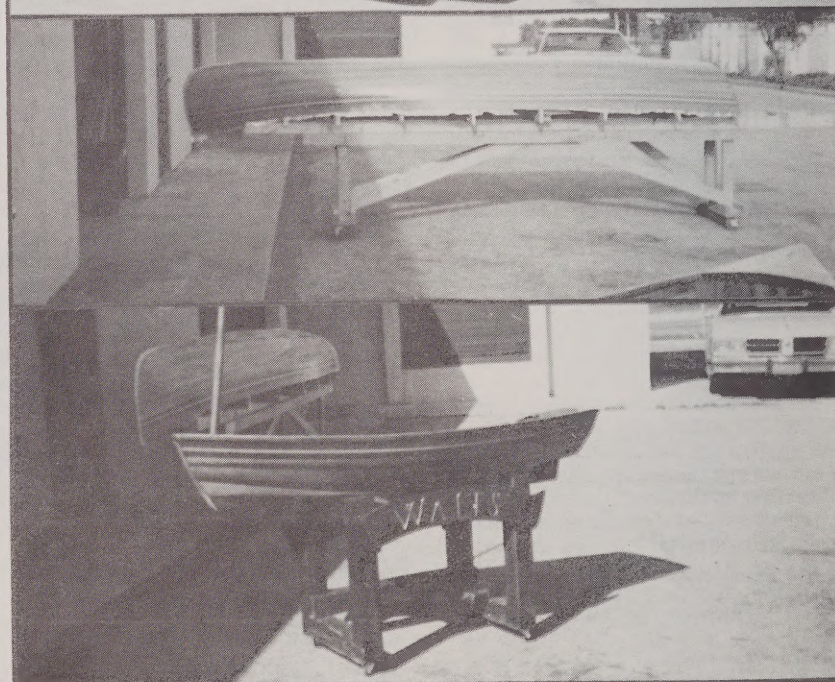
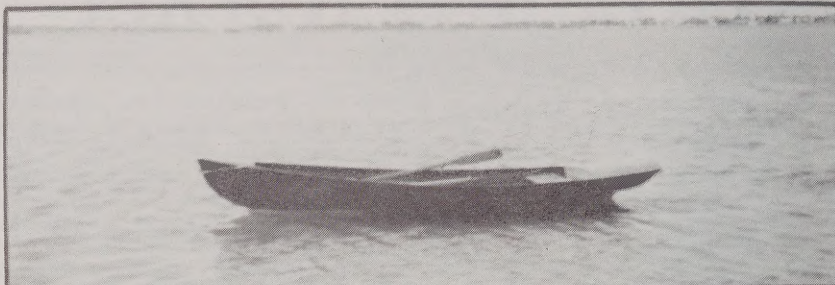
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Mac's Boats



Mac McCarthy of Sarasota, FL is
a long way from our news area but he's
one of our boosters and advertisers and
that's because he not only builds strip
canoes and small boats but also loves to
get out in them. Some of his more recent
craft include these pictured.

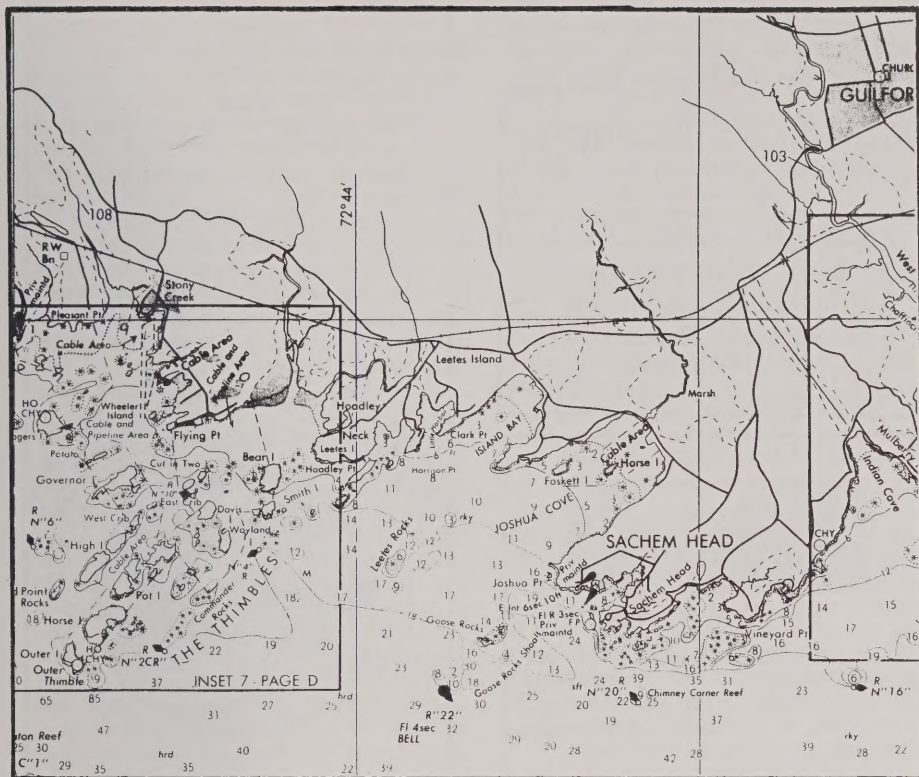
Mac tells us he had just delivered
the 14' Melonseed set up for rowing to
its new owners on an April morning to
find the ocean really blue, some surf on
the beach, about 70 degrees at 8 a.m. He
went on to say, "If I hadn't promised a
lot of things to others, I would have taken
the rest of the day off and gone kayaking
or canoeing!"

On the roof of his car rests Mac's
Rob Roy decked canoe, ready to go.

A 15' fishing boat set up for oars
but with a transom able to hold a small
outboard rests on the building table. Mac
will build for motors but he'd rather do
boats for sail, oar or paddle.

And, for a local restaurant, a 6'
display craft, he didn't say whether or not
it would be inside as a salad bar.

Nice traditional type boats built in
modern strip plank construction down
on the west coast of Florida, by some-
one who loves his work and his products.
Mac McCarthy and his Feather Canoes.



Eastward from Stony Creek

There is no comparison between what you can see if you tour this part of the Connecticut shore by land instead of by water in a small craft such as a sea kayak. The perspective gained by on-the-water viewing allows you to better integrate the natural and man-made environments in your own overview, offering spectacular examples of domestic architecture and contemplation of what is to be seen free from interruption.

Eastward from Stony Creek offers the special contrasts of extensive salt marshes, estuaries, sandy beaches and rocky shorelines of pink granite. The color of the granite is especially obvious in the intertidal zone where the rock retains its unoxidized dominant color of pink feldspar. At the mouth of Little Harbor, Guilford, and also elsewhere in Great Harbor and interesting admixture with other black metamorphic minerals forms dramatic color contrasting swirls with the pink granite.

On the east side of Great Harbor is Sachem's Head, which offers numerous examples of very large late Victorian cottages now converted into year-round dwellings. The most elegant and easily visible home from the opposite shore, Lee's Island, is in the Norman style. The headland of Sachem's Head is flanked by slightly rounded granite continually washed by an impinging current that is almost constantly in motion. This is very interesting to kayak.

Further east from Sachem's Head the granite shore leads north past Mulberry Point, opening into Guilford Harbor.

Navigating in the Stony Creek area

requires use of the nautical chart because of the many submerged sharp outcroppings of granite, remains of old quarry shipments, and shallow mudflats at low tide.

Night paddling during fall, when the water and air are still quite warm, is quite challenging, especially on an overcast evening. Having to judge waves with very minimal visual clues causes one to think about relating balancing the boat to other physical stimuli. Even more challenging is paddling backward in a reasonable chop. The low brace becomes a very handy move for those touchy moments.

Bioluminescence is always a delight. Larger ones are usually ctenophores, smaller ones are the noctiluca which can be seen on the edges of the Cape Cod Canal at night. The paddle stirs them up, or smashing onto the rocks causes them to floresce.

The night return to the docks at Stony Creek is always much easier than departing because the brilliant lights of the boat ramp are easily visible for four miles out on the water. Huge schools of menhaden gather near the docks attracted by the intense light. They frequently jump and swim just below the surface as your boat passes over them.

Stony Creek is a part of Branford, CT, with a public launching ramp near the town dock and plenty of on-street parking.

Report by Gail Ferris
Reprinted from ANorAK



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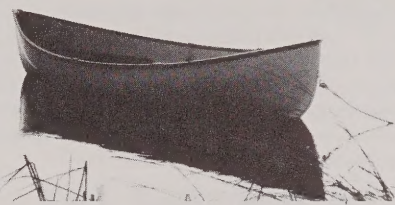
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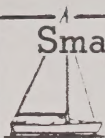


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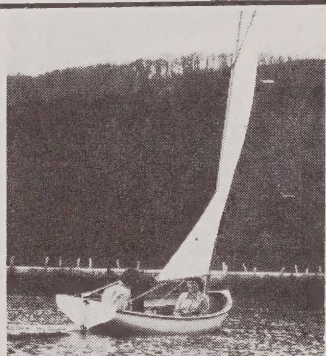
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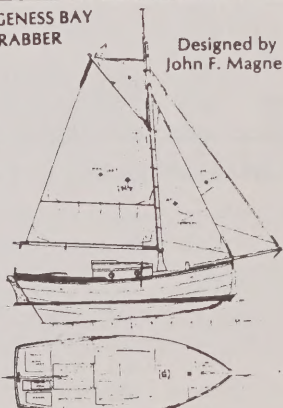
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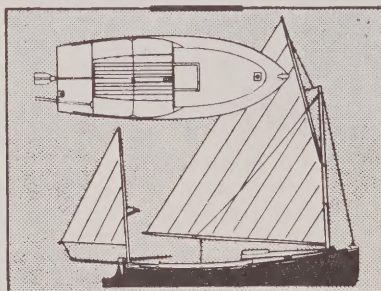


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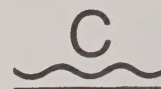
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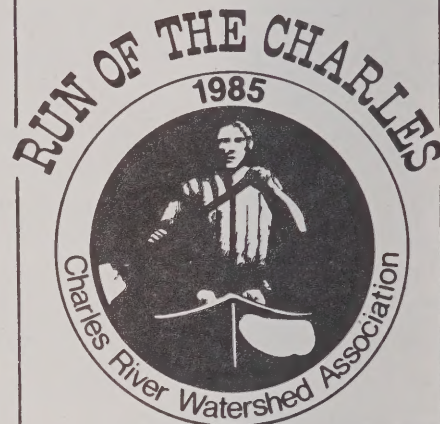
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THIRD ANNUAL



Report & Photos by Bob Hicks

The start was to be in Medway, 46 miles upstream from the Esplanade on the Charles in downtown Boston. This was the hero level start, paddling 46 miles down the Charles with eight portages. So I figured to go there first, rather than at the later starting points at 29 miles and at 6.5 miles. The roads are so arranged along the river that I could easily drive from point to point ahead of the paddlers to observe and photograph. Why not paddle? Me? 46 miles? 29 miles? Maybe 6.5 miles, but then I'd not gather in impressions of the 3rd Annual Run of the Charles on April 28th.

At Medway, about fifteen minutes before the scheduled start, I found nobody! No cars, no people, just the placid river flowing away from Rt. 27 into a quiet marsh. Nothing. Well, a check of the map revealed it to be the right place, and the information pamphlet affirmed it was the right day. So, back to Needham and the start of the 29 mile race.

Here it was mobbed, and I soon learned that the upstream start had been cancelled because of the extremely low water level and the 75 or so hero types scheduled to begin there were now starting off at the 29 mile start. It was mobbed. Over 1,000 paddlers in 300 boats (some were in relay teams) in about ten classes from racing through recreational. A mass start? No, by classes, yet even so pandemonium. Maybe 29 miles isn't as far as I thought, but some started off like 100 yard sprinters, even in the less than serious recreational class. The river is meandering and not very wide here, 50 to 100 feet, still plenty

of room for the 25 or so boats that would go off every five minutes.

I wondered about that 29 miles, with several long arduous portages around urban obstacles, dams, low bridges, over busy streets not through the woods. It seemed that many might not truly grasp that distance by paddling. Downstream, but not with a lot of help from current. No whitewater to speak of, smallish ripples over some shallow rocky spots. But distance. Watching some eager types in rental canoes go swerving back and forth a hundred feet down from the start, hollering at each other as they buried the bow in the riverbank mud, I wondered some more.

Rita Barron ("The Lady of the Charles") runs the Charles River Watershed Association. Bart Hawthaway says it is her fault the Charles has been saved as a recreational resource and that canoeing is making a comeback on this once heavily used urban stream. Back around the turn of the century, over 7,000 canoes were in regular weekend use on the Charles (see our February 15, 1985 issue). The steady urbanization of the river's watershed has brought many problems, and only one of these is the preservation of recreation. Below Watertown, the flooded basin becomes the Charles River lagoon and powerboats overwhelm the quiet paddlers. To dramatize the resurgence of paddling pleasure on the river, Rita organized the Run of the Charles in 1983. In 1984 670 took part. In 1985, 1059. It's catching on.

This year the low water made prob-

lems. Abandonment of the 46 mile route for racing classes was one. Downaround the cities of Waltham and Watertown, it would have been walking on the bottom below the dams had not the MDC put in flashboards on the Moody St. Dam mid-week, and taken them out Sunday morning ahead of the race to provide some flow downstream. Cooperation.

I watched the boats come down through Hemlock Gorge in Newton, a spectacular deep valley between two hills where Newton Upper Falls is located. The wooded hillsides, the rocky bankings, the stone bridge over which busy Rt. 9 passes, the high viaduct of the MDC that spans the river 100 feet up, all made for a dramatic spot. Here two portages in quick succession are encountered to get past two dams and the very low arches of the Rt. 9 bridges. The Silk Mill portage is 200 yards, the Circular Dam portage is 100 yards, with 150 yards of river in between. The latter portage involves a run up the riverbank out onto a sidewalk, down the street beneath the Rt. 9 overpass, then turn left down the Rt. 9 access road, then down over the bank to the river again. Volunteers directed traffic to keep the bumpers from eating the paddlers.

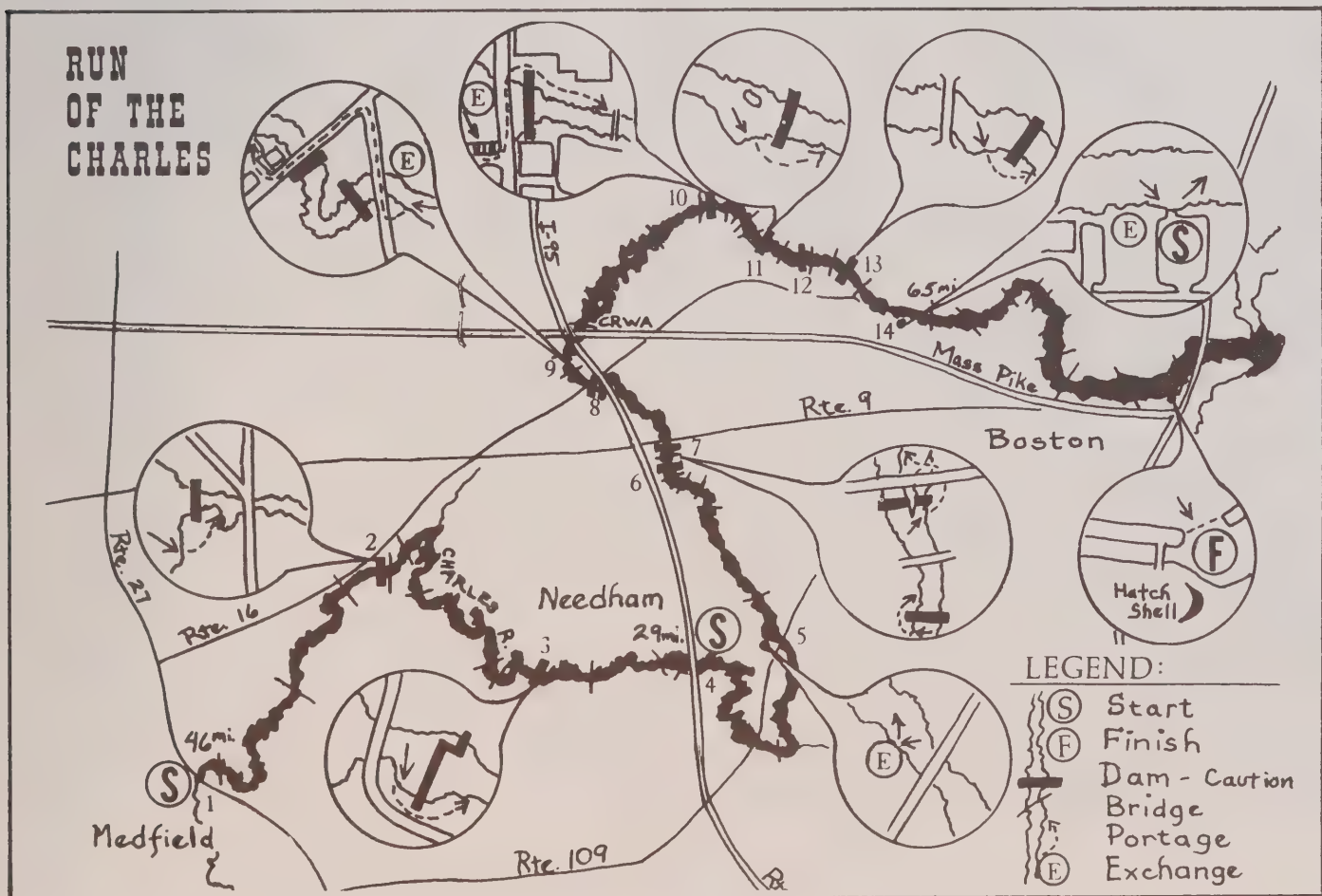
Other commitments required me to depart after this section about noon, it was still almost 20 miles to the finish at the Esplanade. Four more portages remained in increasingly urban environments.

Bart told me about how it was. "I'm going to suggest that they start

the racing C-2's FIRST instead of last so when those overcome with their own macho images need to crash and bash into other paddlers while screaming at them for a clear passage, they'll be doing that to each other." Bart found himself (in his K-1 kayak) rundown by such a team of hunks, he ended up sprawled half in their canoe from the impact while they tried to push him off with paddles. "It's only a TROPHY, for God's sake!"

Bart went on about the choice of the finish. "The idea was good, to wind up at the Esplanade where the City could be made aware of what was being done with this event." But, the City proved not to be interested, Nobody came but the paddlers and support crews. And the motorboaters exhausted on the exhausted paddlers, gimme air! "Maybe if they race concluded at the Herter Center (about 5 miles short of the Esplanade) it would be nicer, plenty of parking, no traffic, fewer motorboats."

Bart concluded on an upbeat note: "These were only small problems that can be easily taken care of. The thing is that this is a helluva lot of fun and deserves a lot more publicity." The Run of the Charles is obviously catching on with the canoeists, now if it can get the attention of the Boston media, maybe the purpose behind it all, having a good time paddling the Charles River again in canoes (or kayaks) will result in a return of that life of nearly a century ago. Next year, I'll have to go for that 6.5 miler. Unless I get a lot better at paddling than I am now.





From the top: Serious, not so serious, even less serious.

From the top: This is a 29 mile race but you'd never know it at the start. Setting up for the first turn. The canoe was rented but I don't know about the headgear. Two women who chose to set their own pace.

From the top: A class for everyone. Lots of scenic countryside. A family team gets ready. Part of the race is the running. Bart's all smiles before the start but wastes no time taking a lead. Just a smattering of "white water".

From the top: The portage: End of a 200 yard dash.

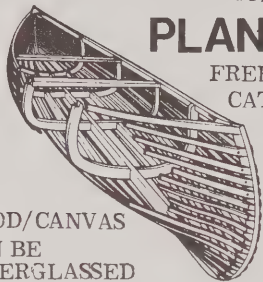
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So, what's it like?



Sure, anyone can envision heading off down some river in a canoe race, but only those who have done it can come up with the vivid details of what one may encounter. John Scoville of the Connecticut Canoe Racing Association had such a description published in the spring issue of the CCRA newsletter, and it seemed to me of interest to any small boat enthusiast, not just the racing canoeist. So, here it is:

Since 1977 the Hockanum River has provided paddling challenges each April, beginning right at the start where it is a small stream requiring boats to start one at a time in a fast current. The adrenalin begins to flow as you hear the crowds onshore and begin to anticipate the larger crowds at the famed Economy Electric Rapids. But before then, you'll have your work cut out for you.

Construction on Rt. 84 has changed this portion of the race several times. After several tight, bank-bouncing natural turns under the trees you arrive at the man-made challenge posed by the highway construction. Here you can go right (the quicker route) over a steel dam that can, at low water, open up your boat bottom to provide a closeup look at muddy riverbottom; or left down a tight, twisty course that has you eating tree branches. Then it's out onto a broader reach headed for the Rapids.

I usually paddle a flatwater canoe so I portage at the last bridge before the Rapids. Some have portaged too early and faced chrome bumpers. I often have arrived first at this point and while the crowds gathered eagerly await the first boats to run the ledges, we're running down the banking hollering to clear a path amongst the scrambling kids and sedate older folk. Many take no heed, others seem to think we're cheating and form up a concerned citizens' blockade to stop this poor sportsmanship.

If you do run the ledges, no matter how much water there is, you'll be scraping bottom much of the way. It's always changing. There are wet-suited helpers who stand in that water for hours, knee deep, to help those in need. One guy even dislocated a shoulder with his efforts. Be prepared to get wet here and keep an eye out overhead for flying canoes!

Union Pond is usually shallow, but there is a channel to the far side. There you'll arrive at the only required portage, down a steep banking, assisted by local firefighters aligned in a sort of bucket brigade to slow you down. From here it's swift current down through some standing waves and a line of rocks. The opening near mid-stream exits face to face with a large midstream rock. It has nothing against inflatables but it loves to bite glass, Kevlar, aluminum and canvas.

Fairly quick current carries you past a brick foundation on the right shore where an island splits the river. The right channel involves a sharp tricky turn with the current trying to deposit you ashore, but the left is worse, with rocks and stumps and at the far end of the island a dangerous turn where the current undercuts the island and a big stump just out into the stream. It could be a keeper.

From here on it's mostly flatwater, but there are bridges. Just beyond the new Adams Street bridge is a rather low bridge which may require you to lie down to get through if water is high. Soon another low bridge is reached, and then it's out into the open near the dump. Only about a mile to go, and at the fork you had better bear right or we may never see you again. The sprint to the finish takes you under the 184 bridge, and then it's put on the brakes time and head for the right shore or you'll be going over a ten foot dam!



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The Outdoor Center of New England in Millers Falls, MA offers a pretty comprehensive schedule of on-the-water outings for canoeist and kayaker, ranging from instruction programs, whitewater workshops, to extended trips. These are offered for all levels of ability, levels are formalized as Beginner, Advanced Beginner, Intermediate and Advanced. The

programs run from weekends to full week long affairs.

Rather than try to elaborate on the large array of programs offered, we suggest you request the INSTRUCTION 1985 brochure from Outdoor Center of New England, 8 Pleasant St., Millers Falls, MA 01349. Phone is (413) 659-3926.



War Canoes, Anyone?

These monsters are still around here and there. Around Concord, MA there was, and maybe still is, a War Canoe Club, in the 1983 Ice Breaker Race on the Sudbury River, about 8 turned out. Some fun, a dozen paddlers, several coolers, lots of splash and noise.

The CCRA has a war canoe. It is a 25' Old Town wood/canvas model, weighing about 220 pounds. It was built in 1928 and lovingly restored in 1981, launched in June, 1982. This boat carries the name CCRAKATOA after the famed volcano.

The CCRA would like to race the boat, it requires a minimum of four paddlers, but prefers up to ten with all their gear. The Mansfield Hollow Marathon in September will feature the War Canoe Challenge, where members from east and west of the Connecticut River go at it. The East team has had a more "serious" attitude the past two years and holds the trophy.

The CCRA is a very active organization for all recreational canoeists, with emphasis, but not exclusiveness, on racing. Membership is only \$5 a year, their newsletter is lively and informative. Contact Sue Audette at 41 Pine Woods Lane, Mansfield Ctr., CT 06250 for further details, phone is (203) 456-0558.

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You say, "Look at that great rainbow," and your wife looks down into the water.

You ask if roof racks are standard equipment for the new car you're buying.

You count bridges on a highway trip. You are not really sure anymore what a Beaver is.

You ask the toll collector if this is a reverse gate.

You keep duct tape in your medicine cabinet.

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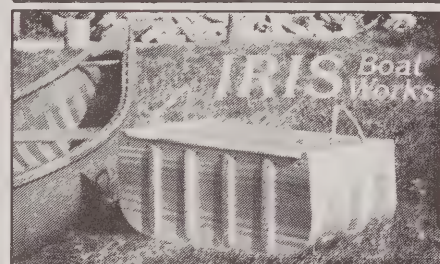
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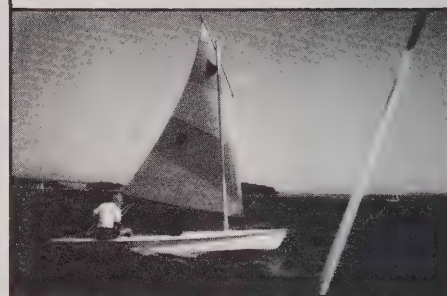
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Beach Bomb



The Beach Bomb is my effort to solve some of the problems I found while sailing several types of small, sporty boats. I wanted a light, fast hull, one that could plane in a breeze, and that was easy to wrestle off and on a trailer on the beach. Also, I wanted a boat that was quick and simple to rig, could be retrieved easily from capsize, and would accommodate two adults. Finally, it had to be inexpensive — if there is such a thing anymore.

The ubiquitous Sunfish and Laser are examples of such boats and deserve their popularity. For me, however, they have their drawbacks. These include, in the case of the Sunfish, excessive weather helm, poor windward performance, inadequate bearing when heeled, reluctance to plane in flat water, a tendency to “pearl” when surfing, and insufficient space or displacement for two.

Lasers go well upwind, but can be unpleasantly “squirrely” when planing, particularly when surfing. The cockpit is uncomfortable and inadequate for two, although better than the Sunfish. However, both boats are overloaded with two adults aboard.

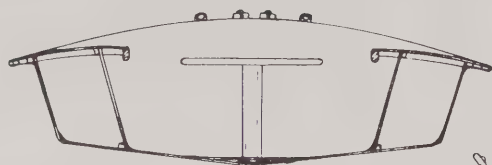
My approach was to design a boat with greater length and freeboard, keep the same beam, and add as little weight and cost as possible. I also enlarged the cockpit, and extended the side-deck overhangs to add hiking power. This also makes a drier and more easily-righted boat. The Beach Bomb has hard chines aft to assist planing and to lessen the squirrely behavior I found in the round-bilged Laser. In the prototype, *Coureuse* (“sporty lady”), I tried a standing lug-rig, with tripping lines to shift the yard. This keeps the sail area low, but provides reasonable upwind performance. I raised the forward-deck crown to assist righting from capsize. I haven’t dumped it yet, but it’s sure to happen soon! Finally, I increased the sail area to 91 square feet, with reefing to 77 sq. ft. Laser and Sunfish both carry 75 sq. ft.

Coureuse is a fun boat to sail. It’s quick, well balanced, reasonably good to windward, nimble in tacking, and stiffer than I expected. It also planes readily in a breeze. We’ll try an 84 sq. ft. jib-headed rig in *Coureuse* as soon as possible. For anyone preferring such a rig with the same area as the lug, keep in mind that the performance will be hotter and more athletic, but also better upwind in light air. Definitely a rig for a competitive sailor!

Coureuse is about as dry as can be expected in such a low-freeboard craft. Beach Bombs can be built in glass-sheathed plywood by any reasonably-skilled amateur, and the cost of materials is low. If it’s built by a professional yard, such as Schooner Creek, the cost, mainly labor, is higher than that for a Sunfish or Laser.

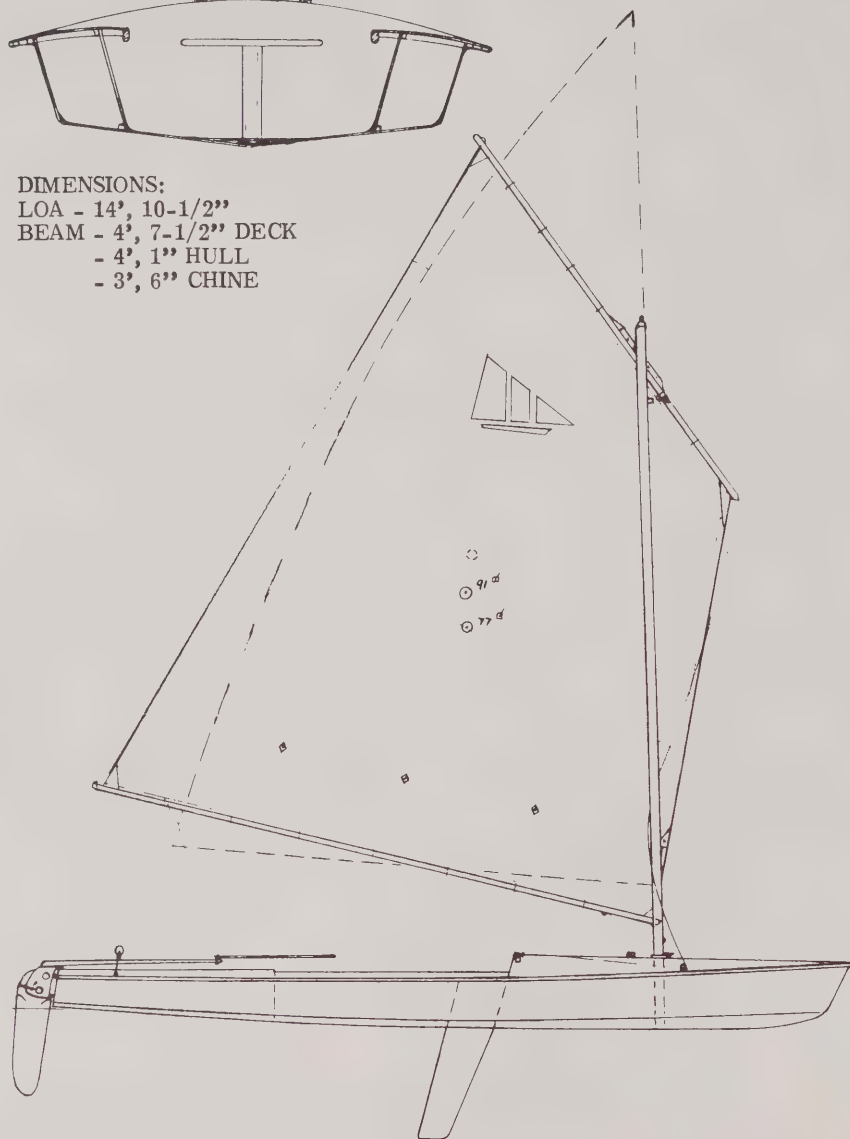
If sufficient interest develops, there is an obvious, though unmentionable, solution!

Why didn’t someone invent the windsurfer while I was still young and energetic? □



DIMENSIONS:

LOA - 14', 10-1/2"
BEAM - 4', 7-1/2" DECK
- 4', 1" HULL
- 3', 6" CHINE



Harry Nash's lug-rigged *Coureuse* is a nimble little boat, having placed first overall in three days of racing during last summer's Seattle Wooden Boat Show.

Reprinted from SHAVINGS, Newsletter of the Center for Wooden Boats

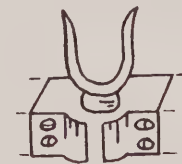
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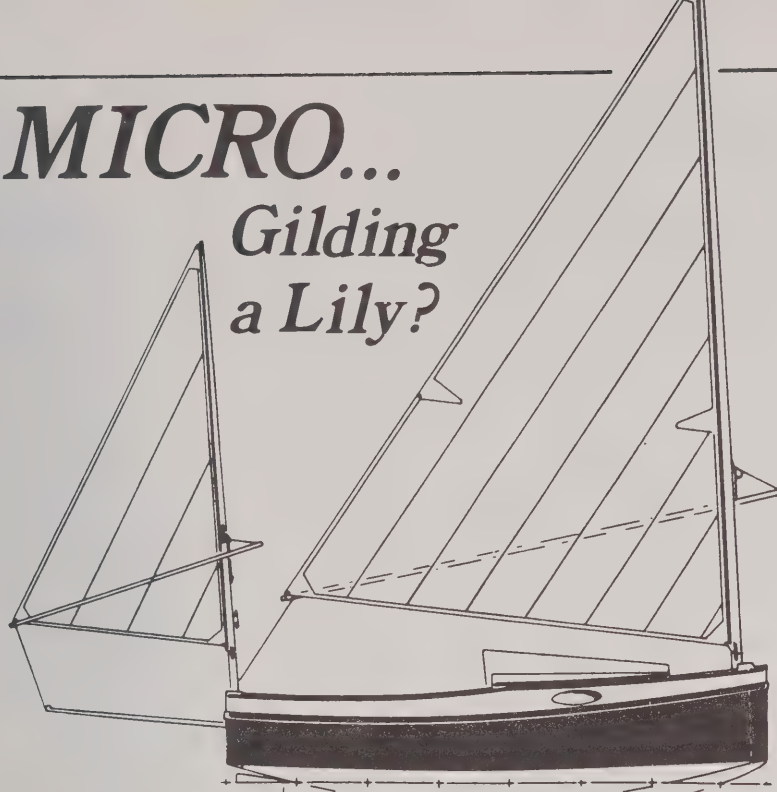
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MICRO...

Gilding a Lily?



Report by Elrow LaRowe

MICRO is a Phil Bolger design for a mini-cruising sailboat to the order of Elrow LaRowe of Florida, who markets the plans for the 16 footer. LaRowe was interested in plenty of room for a bigger older guy in a small sailboat. Bolger obliged, and now LaRowe has some feedback from persons who bought his plans and built his boat. Sort of . . .

"How does a cabinet-house-boat carpenter take 300 hours to build MICRO instead of the usual 120 to 150 hours such skilled types would need? Well, it isn't easy. First he builds the hull, then he sort of builds another hull over the first, this one of 1/8" glass mat and glass cloth with 6 gallons of epoxy. Now that the hull is battleship strong, what to do with a huge 2"-3" thick slab of teak discarded (?) at the yard? Carve out the rudder stock and blade from it, of course! In one piece! And saw and plane it so it has a beautiful front to back taper on the blade. All that Martin had said at first was that he would use a bit of teak and mahogany on the boat and make the hatch opening a bit longer.

So then there's the chunk of teak rounded on one end, good maybe for the fireplace? No, this was cut down to be the mainmast partner with the thicker end overhanging the bow transom by maybe 6 to 8 inches and looking from a distance like a small fender on a tug. But, at this point, Martin let me down after all of this build up. There was no 24" lovely teak figurehead under the prow cap. He was staying practical, and built instead a teak cooler box for the rear well.

We aren't done! This ship has laid teak decks. Also a teak cockpit hatch. And the sliding hatch is furniture finish varnished teak and mahogany and all exposed bulkheads are varnished mahogany plywood! Martin's wife is a professional

upholsterer, she read up on sailmaking and made the sails, which seem well nigh perfect. And they have brail reefing points on the luff.

Well, I probably overlooked a lot of other details, but his galvanized trailer caught my attention. Instead of using conventional rollers, he built a heavy wooden trough into which the MICRO keel is floated and then the boat is hauled to the bow stopper by hookup to a heavy galvanized bow eye bolt. The spars fit nicely onto two yokes, one mounted above the trailer's winch, the other dropped into the MICRO's mizzen mast step. When he lifts out the mainmast he leaves the heel just under the partners and walks to the rear cabin deck where the mast will then balance nicely on his shoulder for final lifting off.

But, Martin wasn't infallible. He toyed with the design using lead shot in concrete for ballast and came up 70 lbs. short. It didn't work, so now he has two 35 lb. lead pigs laid along each side of the keel, low down at the bottom, like a mini-bulb keel. This does put even more of the 412 lbs lower for an even stiffer boat.

Sailing MICRO was high excitement for me. We had light air for most of the day but for 45 minutes or so it blew hard in a local shower, getting us up to hull speed. At that speed MICRO drags a double stern wave as Bolger said it would, but the helm was just right, lightly weather, and the boat rounded up immediately if the tiller was let go. It didn't seem as if MICRO heeled at all, I'm used to 30 degrees plus in my older sharpie, but it did a little. We didn't seem to need to reef to ease the boat, or the mast, so we did it so Martin could show off his reefing brail. Grommet holes up the luff matching another row about 15" out

on the sail are run through with a light line. To reef, the boat is headed up, the mainsheet and snorter slacked and the reefing line yanked, pulling a fold right up to the mast. This does move the center of effort forward bringing on more lee helm, so Martin thinks he might also put in conventional reef points. But the brail is so easy and so fast.

So if you're a carpenter with access to a fancy pile of scrap, it's great to go this "cruise ship" route on MICRO, intended to be a budget lumberyard cruiser. I forgot to mention earlier Martin's 8" wide teak plank at the sheer in place of the moldings, not carved you understand, but with some cute curved cuts on it. And the beautifully rounded and finished caprail, and its countersunk screws and teak bungs.

MICRO doesn't spin about on a tack like a centerboard datsailer, it comes about sedately like any long keel boat. You have to give it the rudder slowly, if you shove it down hard, it just puts on the brakes and then it's backwind the main to get the bow the rest of the way around. Martin let me sail MICRO up to the ramp area in confined surroundings, probably not so much in recognition of my sailing skills as in the fact that if we hit anything, it wouldn't be MICRO that got hurt.

And so on to OLDSHOE. Named for comfortable. Albert Bolay has built the prototype of undoubtedly Bolger's finest design bar none. This takes nothing from MICRO but, you see, MICRO is at least believable. But this 12 footer is unbelievable! Ten minutes of sailing her aroused conflicting emotions such as amazed awe, unbelief, delight and enchantment. A friend of Bolay's got his hands on the tiller and wouldn't give it up. This despite the fact that he sails all the time at a camp he runs in boats from 12' to 33'. Much of the information on MICRO applies to OLDSHOE, but in a smaller space. It's the only 12 footer around that is a keel cat yawl, self bailing, self righting, self sailing with high seating and back supporting coaming.

I could have named it RUB-A-DUB-DUB, but 3 men in a tub is almost an insult. Four of us ran the load up to 780 lbs, yet had sprawling room in the footwell and chair high seating. And Mrs. Bolay remarked on how at last here was a boat you just steered, with no sheets to jump up and tend. Bolger was somewhat apprehensive but he's in for a pleasant surprise. OLDSHOE is a maxiboat, as much as it can be in just 12 feet.

Yeah, but its looks? We're all mesmerized about what boats should look like. But it just won't happen on a 12 footer that sails. This much boat in just 12 feet has to look like an old shoe. Yet, my PhD psychologist daughter was going to read rather than sail, but decided to displace her husband at the tiller on the second pass by the dock, and ten minutes later decided I would have to leave her mine in my will on the flimsy grounds that it would be nice to have something that Dad built."

What's happening...

BOATS & PADDLES



JOY TRIPS

Boats & Paddles, the New Jersey based canoe/kayak store, has scheduled two days a week off from work to go paddling (what a progressive idea) and invite interested persons to join with them on these outings, Saturdays and Sundays. Some trips are geared to beginner levels, canoe and kayak, and the Sweeneys will gladly offer help and information on these to beginners. Certain models of craft will be available for demo tryouts. Contact Ann Sweeney at Boats & Paddles, Box 441, Madison, NJ 07940, phone (201) 635-6593 weekdays for further details.



2ND ANNUAL SEA KAYAK SYMPOSIUM AT SUNY ON IN JUNE

ANorAK and the State University of New York are cooperating to host the second sea kayak symposium at the Purchase, NY campus on June 22,23. From 9 a.m. to 11 p.m. Saturday, and 9 a.m. to 5 p.m. Sunday, participants will get a full range of workshops on techniques and safety, entertainment with slide shows of sea kayaking adventures, and on-the-water outings. Novice and intermediate levels will be catered to. Deadline to pre-register is June 7th, fee is \$25 per person. Ernie Palmieri is the man to contact at the Physical Education Dept., SUNY College at Purchase, Anderson Hill Rd., Purchase, NY 10577. Phone is (914) 253-5026.

ALDEN



JUNE OPENS ALDEN SHELL RACING SEASON.

The first race of 1985 for the Alden people is the Second Annual New Hamburg Regatta on the Hudson River on June 8th. It's open to Aldens / Trainer and racing shells. The three mile course starts at the New Hamburg YC. Contact Donald Seales, 3 Stone St., New Hamburg, NY 12560.

CLEARWATER'S



G R E A T



HUDSON RIVER



REVIVAL

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CLEARWATER REVIVAL ON AGAIN

Folk singer Pete Seeger and friends put this festival together around the Hudson River sloop CLEARWATER, which is, in turn, an environmental focus on the cleanup of the river. While this is mainly a music festival, it also has a very strong traditional boat participation amongst many other crafts exhibits. The location at Croton Point Park on the Hudson permits arrival by water if you like, but the activities are all on land. The dates this year are June 15th and 16th. If you enjoy a variety of folk music, crafts, old boats, and young people very involved in what they're doing in these fields, you'll like it. I've been twice and found it very enjoyable and engrossing a mix of activity. You can find out more by requesting information from Revival '85, 112 Market St., Poughkeepsie, NY 12601.

ANTIQUÉ & CLASSIC BOAT SHOWS IN JUNE

Summer show time is at hand, with two shows in June in our area. On June 22 the Annual Wooden Boat Show will be held at Seawanhaka YC on Oyster Bay in Huntington, NY. Call Bud Woodworth at (516) 271-9351. On June 29-30 the Long Island Chapter of the ACBS hosts its boat show at the Bay Shore YC in Bay Shore NY. Call Warren Moore at (516) 757-0174.



SEBAGO CANOE CLUB

SEBAGO CANOE CLUB JUNE OUTINGS

The Sebago Canoe Club is NOT located in Maine, but in Brooklyn, NY. The name derives from the club's summer location on Lake Sebago in New York. This club caters to paddling and sailing canoeists and kayakers as well. Their June calendar looks like this:

TUESDAY EVENINGS: Sea kayak instruction by Chuck Sutherland at the club at Paerdegat Basin. Call (718) 767-5020.

JUNE 4,8,9: Basic Canoe Courses, American Red Cross, new members and potential members and friends welcome. At the clubhouse, paddle Jamaica Bay.

JUNE 2: Sailing & War Canoe Cruise on Jamaica Bay. For luxury berth and posh accomodations, call Steve Keller at (718) 788-3416.

JUNE 4,8,9: Basic Canoe Courses at the clubhouse, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY. American Red Cross program, paddle Jamaica Bay. Meet at clubhouse.

JUNE 11, 18, 25: Advanced Refresher Courses, 6p.m. until dark at the clubhouse. For solo strokes, double blade and new developments for old strokes. Call Marilyn at (718) 767-5020.

JUNE 15,16: Canoe trip to N.J. Pine Barrens on Basto River, an enchanting river full of surprises and wildlife. Call Vincent Williams at (201) 249-1473 or Marilyn Vogel at (718) 767-5020. Instructional trip included.

JUNE 29,30: Calf Island, private offshore hideaway only reached by boat. Sometimes called Club Med, Jr. Call Francine Michael for an offering prospectus at (212) 796-3226.

COMING IN JULY: CANUDING!

For more information about the Sebago Canoe Club, which was organized in 1933 and has its own clubhouses on Jamaica Bay and Sebago Lake, contact Gus Schultheiss at (718) 441-4321 about membership.

4TH ANNUAL CANOE DAY IN JUNE

L.L. Bean of Freeport, ME promotes this all day tryout session for canoeists and kayakers at the Yarmouth Waterworks, Yarmouth, ME. It's a great opportunity to try out all the canoes and kayaks and pulling boats (by RKL) that Bean sells, with introductory basic lessons available and a 3 mile race upriver and back. For more details on this latter event, call L.L. Bean at (207) 865-4761, Ext. 2106.



JUNE SEA MUSIC AT MYSTIC SEAPORT MUSEUM

June 7-9 are the dates for the sixth annual sea music festival at Mystic Seaport Museum. Over the three days a number of concerts will go on, some open to the regular admissions, others by reservation. Thirty performers will be on hand, and some will be performing outside the Museum after hours at selected local pubs.

Heading the list of performers is Welshman Stan Hugill, 79. He is the last chanteyman who once sailed before the mast in the age of commercial sail.

The schedule opens with a Friday evening concert at 8 p.m. under a tent on the Seaport grounds. Admission is \$5 (\$4 to members). Saturday morning will feature a symposium on the research involved in the presentation of authentic music. From noon until 4 p.m. there will be continuous music on the grounds and on the deck of the CHARLES W. MORGAN. These are open to the general admission public at no extra charge. Saturday evening will feature a country dance at the Mystic Art Association at \$5 admission while several local bars will host sailor-style pub singing. Sunday morning a special seaman's service will take place at the Seaport Meeting House. Sunday afternoon will again feature ongoing music with a final concert at 3 p.m. of all the artists around the MORGAN.

A weekend ticket at \$25 gets you in to all events, including Seaport admission. For tickets or for more information write to: Festival, Mystic Seaport Museum, Mystic, CT 06355, or phone (203) 572-0711.

ANTIQUE & CLASSIC CRAFT INVITED TO MYSTIC SEAPORT MUSEUM

The 10th Annual Antique & Classic Boat Rendezvous at the Seaport will be on July 27th, but now is the time to get your boat entered if you plan to take part. Wooden power and sailing craft built prior to 1940 with fixed accommodations are eligible. They must be capable of reaching the Seaport under their own power (or sail). The Saturday program includes dress ship inspection and an afternoon parade downriver led by the steamboat SABINO, complete with Dixieland band. Typical entry in prior years has included old schooners from the 1890's and turn of the century motor craft, about 40 in all taking part. Over 10,000 onlookers have lined the banks of the river to view the Saturday afternoon parade, many boat crews decked out in period costumes. To participate, contact the Antique & Classic Boat Rendezvous Committee, Mystic Seaport Museum, Mystic, CT 06355, phone (203) 572-0711.

JUNE RENDEZVOUS OF SCHOONERS AT MYSTIC SEAPORT MUSEUM

On June 29 through July 1 ten schooners and other sail training vessels will gather at the Seaport under the auspices of the American Sail Training Association. Normal Seaport admission will permit viewing of the craft from shore.

MAINE MARITIME MUSEUM



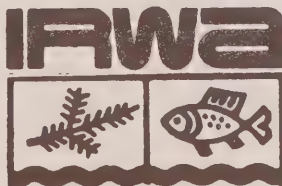
JUNE AT MAINE MARITIME MUSEUM

JUNE 23: Pier Day at the Percy & Small Shipyard will include in the celebrations the launching of the Apprenticeship's 40 foot pinky schooner, dedication of the new pier and opening of a new exhibit on dory trawling aboard the old Grand Banks schooner, SHERMAN ZWICKER. Demonstrations and exhibits on maritime related crafts, displays of small boats, entertainment and food will also be part of the occasion. Time is from noon to 5 p.m.

For details contact the Maine Maritime Museum, 963 Washington St. Bath, ME 04530, phone (207) 443-1316.

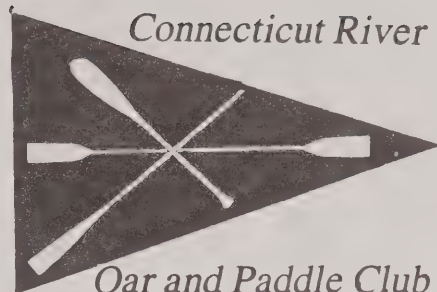
AUGUST AUCTION AT MAINE MARITIME MUSEUM

August 31st is the date for a marine consignment auction at the Bath, ME Museum, so it's not on for a while yet. BUT, if you want to consign an appropriate item of your own nautical gear (or boats) you should get your plans into the works now. This will be quite a fine opportunity to sell something (and then buy something else). The auction will benefit the Museum with 10% commission taken off the successful bid on any item. A catalog of items to be offered will be printed mid-July so consignment should be made early enough to be included. Small boats, marine engines, maritime art and antiques, yacht furniture, boating equipment, cruising gear, books and such will all be considered. Acceptance will be determined by the auction committee. Contact Maine Maritime Museum, 963 Washington St., Bath, ME 04530 for consignment forms.



IRWA CANOE TRIP IN JUNE

The Ipswich River Watershed Association will run a canoe outing on June 23rd that may be tidal somewhere on the Massachusetts north shore. Call Walt at (617) 887-8671 or Larry at (617) 922-0323 for more information.



CONNECTICUT RIVER OAR & PADDLE CLUB JUNE OUTINGS

June has three outings planned. On June 3rd a full moon cruise beginning at 8 p.m. from the club at 18 Riverside Ave. in Old Saybrook will leisurely cruise on the river with simple refreshments on return. June 15-16 will be the Father's Day overnight on Selden's Island in the Connecticut River opposite the town landing in Deep River. Participants may come from their own choice of starting locations, but some groups will depart Haddam at 11 a.m. and Saybrook/Lyme at noon. Guests or non-boaters may come be picked up at Deep River by a shuttle boat to the island at 6 p.m., returning them about 9 p.m. On June 29th a cruise from the club to Griswold Point through the estuarine areas is on with lunch at the Point and boating in the area.

For information on taking part in these, or other, activities of the club, write to them c/o Jon Persson, 18 Riverside Ave., Old Saybrook, CT 06475, phone at (203) 388-2343.

JUNE CANOEING IN SOUTHEASTERN MASSACHUSETTS

The Southeastern Massachusetts Chapter of the Appalachian Mountain Club has a busy season of river and tidal and ocean canoeing outings open to all interested persons, in June are the following:

JUNE 1: Tidal paddling on the Westport River in Westport, MA. Come see the ospreys. Call Paul Murphy at (617) 822-6486.

JUNE 8: Tidal paddling on the historic Bass River in Yarmouth, MA. Call Barbara Hughes at (617) 362-3954 or Bud Carter at (617) 398-2605.

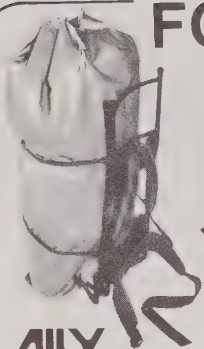
JUNE 16: Beginner instruction at Camp Farley in Mashpee, MA. A good chance to learn basic canoe technique or improve your existing skills. Call Tony Arnold at (617) 759-4767.

JUNE 22: Flatwater paddling on the gentle Nemasket River in Middleboro, MA. Call Bob Ladd at (617) 697-6241.

JUNE 22-23: Exploratory two day trip on the Wood River in RI. Call Bob Milburn at (617) 294-0875.

JUNE 29: Tidal paddling on Waquoit Bay in Falmouth, MA, a popular bay soon to become a preserve. Call Paul Murphy at (617) 822-6486.

Anyone interested in becoming involved with the activities members of the Southeastern Mass. AMC organize can call Chuck Wright at (617) 564-425, for more information. These outings are NOT limited to AMC members alone.

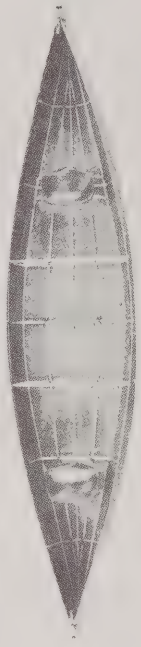


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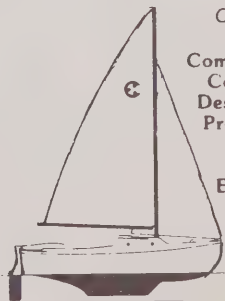


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CCRA EVENTS FOR JUNE

The Connecticut Canoe Racing Association has the following calendar of racing and cruising events for this month:

JUNE 1: The Great Farmington River Race, a 14 mile flatwater race for open canoes and downriver kayaks. Start is at Rt. 4 bridge in Farmington, CT, finish at Curtis Park on Rt. 315 in Simsbury, CT. Contact Gerry DeSimas at (203) 693-8813.

JUNE 8: Connecticut River Annual #1, a pair of flatwater races at the Salmon River boat launch area in East Haddam, CT. One will be a 7.5 mile race for open canoes and kayaks. The second will be a 4 mile race for those with little or no racing experience. Register starting at 11a.m. at the boat ramp on Rt. 149 in East Haddam. Sponsored by the Connecticut River Watershed Council.

JUNE 8: Shetucket River Cruise, a 14 mile outing on the Natchaug and Shetucket Rivers starting at Lauter State Park in Willimantic, CT and finishing at the Babe Blanchette Baseball Field on Rt. 97 in Baltic, CT. The course includes 1-1/2 miles of lake paddling, and a 100 yard portage around a dam. Shuttle will be provided. The following weekend will feature a race over the same course so this is a good chance to pre-run the course. Contact Sue Audette at (203) 456-0558.

JUNE 15: 11th Annual Shetucket River Race, over the same course described for the June 8th cruise. Contact Sue Audette at (203) 456-0558.

JUNE 22: Pachuag Canoe Race, a 6 mile race on 3 miles of river and 3 miles of lake, flatwater, starting at the Pachuag Marina & Campground on Rt. 165 and finishing at Hopeville Pond State Park on Rt. 201. Contact Bob Bromley at (203) 376-4009.

POLING EVENTS: The poling enthusiasts have three events on for June. **JUNE 2:** Clinic and picnic, contact David Sinish at (203) 693-0073.

JUNE 8: Housatonic poling clinic at the base of the rapids below the covered bridge in West Cornwall, CT. Learn basic poling from top experts. A fun race will conclude the day. Contact Harry Rock at (203) 443-5368.

JUNE 22-23: New England Poling Championship, Tarriffville Gorge, Tarriffville, CT. Slalom course. Contact Nelson Walker at (203) 429-8711 eves.

For more information on the CCRA, write to them at 785 Bow Ln. Middletown, CT 06457.



CONTEMPORARY BOATBUILDERS EXHIBITION

The Brookfield Craft Center of Brookfield, CT has a summer long program in traditional wooden boat building scheduled, you've seen their ad in our recent issues. In connection with the courses, Brookfield is planning on two juried exhibitions of handmade small craft, one July 5-14 at Brookfield, the other July 20-28 at Norwalk where on-the-water conditions are available. Boats exhibited may be offered for sale, Brookfield will take at 40% commission on any such sales.

Judging will be done by Lance Lee, John Gardner, Simon Watts and Ken Bassett. Boats must be under 30 feet in length, under 20 feet in height including any masts/spars. So this is big league level quality stuff. If you want to be considered as an exhibitor of an acceptable craft you have built yourself, send for an application brochure to the BCC Boatbuilding Exhibition, P.O. Box 122, Brookfield, CT 06804.

JUNE COURSES AT WOODEN BOAT SCHOOL

WOODEN BOAT magazine has its 1985 Wooden Boat School all lined up for summer, with over two dozen courses beginning late June and continuing on to September and even into October this year. Building, maintaining, designing and using wooden boats are all covered with recognized expert instructors in all fields from master builder to sailmaker to surveyor to skipper. You can get a free 12 page newsprint tabloid brochure with all particulars from The Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. Most course are limited to number of participants and many fill up early so if one catches your fancy, go for it soon.

Scheduled for June are the following:

JUNE 9-14: Marine surveying with Giffy Full (held at Gloucester, MA).

JUNE 16-21: Conditions, surveys and proper maintenance with Giffy Full.

JUNE 23-28: Building the Nutshell Pram with Eric Dow.

JUNE 23-28: Repair your own canoe with Rollin Thurlow.

JUNE 23-28: Art and tradition of able seamanship onboard Ed Davis' own SPRAY replica.

JUNE 28-JULY 5: Building ultra light boats and canoes with Tom Hill.

JUNE 30-JULY 5: Art of oar and paddle making with Lou McIntosh.

JUNE 30-JULY 5: Art and tradition of able seamanship onboard Roger Duncan's Friendship sloop.

JUNE 30-JULY 19: Theory and practice of boatbuilding with Arno Day.

MCKC JUNE PADDLING EVENTS

The Metropolitan Canoe & Kayak Club of New York City offers the following outings for the month of June:

JUNE 1-2: Esopus Creek, NY, Classes II-III. Water release for decked boat races, we can go along. Gentler Classes I-II action downstream for more moderately skilled. Call Kirk Van Tassel at (212) 749-6784 eves.

JUNE 1-2: Cheesquake Park, NJ, tidal canoeing and camping. Call Leon Recht at (212) 734-6786.

JUNE 1-2: Pine Barrens, NJ, Brownwater. Scenic mellow paddling. Call Larry Stone at (516) 482-2752 eves.

JUNE 8: Upper Toms River, NJ, Brownwater. A trip on a lovely, challenging and somewhat overgrown river with little evidence of civilization. Needed are agility, stamina and a sense of humor. Call Betty Quick at (914) 986-5187 eves.

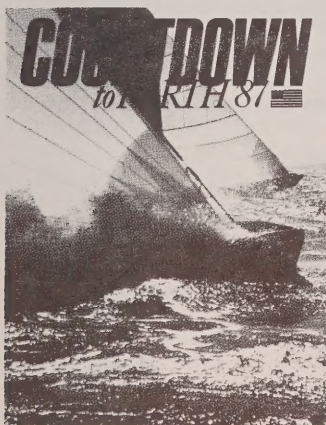
JUNE 8-9: Delaware River from Ten Mile River to Port Jervis, NY, Classes I-II. This section of the river includes Shohola and Mongaup Rapids, Hawks Nest, lots of little rapids and first rate scenery. Rentals available, car camping. Call Jay Rogoff at (516) 731-2182 eves before Memorial Day Weekend to arrange cars and camping.

JUNE 15-16: Lehigh River, PA, Classes II-III. Another release weekend. Call Larry Stone at (516) 482-2752 eves.

JUNE 15-16: Pine Barrens, NJ, Brownwater. Rentals available, camping. Call Bill Simon at (217) 734-8605 eves.

JUNE 29-30: Delaware River, Port Jervis, NY to Bushkill, PA, Class I. Two days of good paddling with overnight on midstream island. Rentals available, canoe camping. Call Kirk Van Tassel at (212) 749-6784 eves.

For further information on the club and its activities, contact the MCKC, P.O. Box 1868, Brooklyn, NY 11202.



AMERICA'S CUP MEGABUCKS PROMO
COUNTDOWN to PERTH '87 is a new, glossy publication to come out serially over the next 18 months documenting the vast (ten syndicates) U.S. effort being mounted to get the Cup back from Australia. The journal will be put together by the NAUTICAL QUARTERLY people, thus first class. You can get each issue as it comes out by sending off \$35 or more for the four issues to: Countdown to Perth, Pratt St., Essex, CT 06426.

RADIO CONTROLLED MODEL YACHT RACING IN JUNE

Model yacht racers have a very full calendar of events this month. Interested onlookers are invited.

JUNE 1: Island Invitational, L.I., NY, Class A. Call William Moll at (516) 334-5276.

JUNE 1: Hecksher Invitational, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

JUNE 2: Hodgkins Memorial, Saddlebrook, NJ, Class A. Call Francis Lucke at (201) 335-7609.

JUNE 8: Endurance Regatta, L.I., NY, Class 3UR. Call William Moll at (516) 334-5276.

JUNE 9: Roy Clough Memorial, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

JUNE 9: Northern Division Championships, Providence, RI, Class EC12. Call Mike Andrea at (401) 724-5221.

JUNE 15: Eastern Division Championships, Central Park, NY, Class 10R. Call Richard Plaut at (212) 249-3772.

JUNE 15: Harry Reynolds Memorial, Hecksher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

JUNE 16: Fathers' Day Picnic, Saddlebrook, NJ, Any boat. Call Francis Lucke at (201) 335-7609.

JUNE 22: Island Invitational, L.I., NY, Class M. Call William Moll at (516) 334-5276.

JUNE 23: M Boat Race, Springfield, MA, Class M. Call Bernie Gaudette at (413) 525-7316.

JUNE 23: Fred Herstemy Memorial, Saddlebrook, NJ, Class A. Call Francis Lucke at (201) 335-7609.

JUNE 29: Kehoe Memorial, Central Park, NY, Class M. Call Richard Plaut at (212) 249-3772.

JUNE 30: Fun Sail Day, Needham, MA, Any boat. Call Ed Walton at (617) 449-2662.

If you desire to find out more about radio controlled model yacht racing, you will find there are a number of clubs in New England and New York. The Minuteman MYC puts out a newsletter with a listing of schedule and all other clubs, send for this by writing to Jack Sullivan, 222 Manning St. Needham, MA 02192.

ROWING UPTAKES THE OXYGEN

According to the Alden Ocean Shell Association recent newsletter, the sport that develops the best condition for an athlete is rowing. Using oxygen intake as a yardstick, researchers found that rowers, distance runners and cross country skiers are all in similar good shape. But, while runners and skiers pace themselves in their racing, oarsmen go all out all the way plading special demands on their bodies. In a typical 2000 meter race, a rower's cardiovascular and respiratory systems work at a peak for six minutes, the average heartbeat climbs to 180 per minute and 60 or more breaths are taken each minute. This is the highest aerobic capacity of any athlete.

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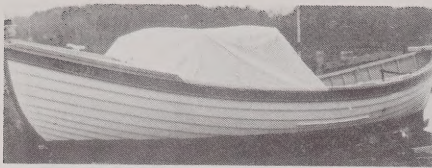
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20 lb Snowshoe 14 Canoe	\$24.95
22 lb ROB ROY 14 Kayak	\$25.95

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26' WHALEBOAT, Atomic 4 engine completely rebuilt in 1984. New dodger 1984. Survey 1984. For sale or trade, \$4500. DON LANGLEY, Amesbury, MA (617) 388-3200. (3)

BLACK RIVER CANOE, new 18' x 36.5", 69 lbs, 750 lbs capacity. Hand laid fiberglass and Kevlar. \$665.

WALT'S BOAT & TACKLE, Dracut, MA (617) 957-5865.

NEWFOUNDLAND SKIFF, 12' mahogany ply with oak gunwales, stitch and glue, fiberglassed exterior with 7' ash oars. \$695.

WALT'S BOAT & TACKLE, Dracut, MA, (617) 957-5865. (3)

17' ORCA SEA KAYAK, fiberglass, foot pedal controlled rudder, adjustable back rest, watertight 4" circular hatches and brass tie down bow & stern. White hull, dark blue deck and skirt. Fast and seaworthy. \$500.

DUNCAN SOMERVILLE, Collinsville, CT (203) 673-4058. (3)

OUTBOARD MOTOR BRACKET to fit a canoe, \$35.

WALT'S BOAT & TACKLE, Dracut, MA, (617) 957-5865. (3)

20' TRIMARAN, trailer, long shaft Sea Gull outboard. Pre-spring fix up price, \$1200.

H.L. COLE, Saco, ME (207) 282-4956.

15' SALISBURY SAILING DORY, handmade by Lowell's Boat Shop of Amesbury, MA. Brand new condition, stored inside during winter. Asking \$4000, with trailer and sailing rig.

ROGER BELLERSE, Dracut, MA, (617) 692-5100, ex. 389 or after 4 p.m., (617) 957-4261. (3)

10', 6" CHAISSON SAILING TENDER, cedar on oak, copper rivetted, mahogany transom. Complete with custom cover, sprit sail rig and 7' Shaw & Tenney oars. \$1500.

RENE VARRIN, Salem, MA (617) 745-5708. (3)

KLEPPER T-67, wildwater racing K-1 in good condition, recently keel stripped. Meets ICF specs. A rare find, the ultimate in wood framed craftsmanship built just before the use of glass in races. All original equipment included; paddle, flotation, skirt, pack bags, authenticating letter from Klepper. \$200. DON TALL, Cheshire, CT (203) 272-7354. (3)

23' LYMAN CRUISER, 318 Chrysler, will be in water by May 1st, fully equipped, fine condition, expertly maintained by marine mechanic. Must sell, asking \$2000.

BRUCE SILVESTRI, Waterford, CT (203) 447-8966 or (203) 443-2622. (3)

Classified Marketplace



14' CHAISSON ROWING SKIFF, new, cedar on oak with mahogany trim. Copper and bronze fastened. \$1800. Can be seen at Montgomery Boat Yard, Ferry St. Gloucester, MA.

ERNEST TARR, Gloucester, MA (617) 283-1287 aft. 5 p.m. (2)

WANTED: Semperit Dolphin.

BOB DRYER, (201) 467-2976 eves. (3)

DOWNRIVER K1 kayak, \$295. Two downriver K1 kayak molds, \$895. C2 wildwater mold, \$995.

CAL-TEK ENG., P.O. Box 202, Kingston, MA 02364, (617) 585-5666. (3)

LAPSTRAKE DINGHY, 9', 2" x 4', 0", rowing only. Cedar plank, bent oak ribs, all original wood, no rot, copper riveted lap seams in good condition. Needs re-fastening at transom and new skeg. Outside varnish has been stripped to wood, inside varnish should be stripped. Complete with original floorboards, oars and bronze oarlocks. Stored inside in Marblehead.

CALL Marblehead, MA, (617) 631-2924 for appointment. (3)

28' HERRESHOFF H-28 ketch, white cedar on oak, rebuilt Atomic 4, new sails, extensive rebuilding, many extras. \$17,000.

SCOTT ADAMS, Highland Park, NJ, (201) 722-7792 days. (3)

1964 PEMBROKE CABIN CRUISER, 23.5' with 140hp Gray marine engine. Hull basically sound but needs some work. \$700. MONTGOMERY BOATYARD, Gloucester, MA. (3)

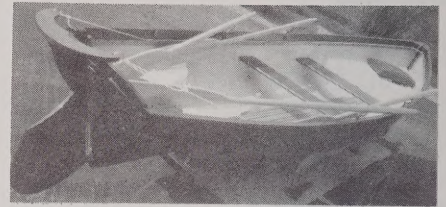
25' WIANNO SENIOR sloop, 1948, mahogany on oak, bronze fastened. Undergoing complete professional restoration. Finish date July 1, 1985. \$7500. BARNEGAT BAY BOAT WORKS, Ship Bottom, NJ, (609) 494-5814. (3)

USCA JENSEN 18', 6" Kevlar racing canoe. 35 lbs. \$875.

G.M. AKEL, Guilford, CT, (203) 453-4467. (3)

1984 PEINERT FASTART 16' sliding rigger recreational shell. Blue and white. Includes Piantadosi oars, excellent condition. \$1100.

DON CURRY, W. Buxton, ME (207) 727-3378. (3)



15', 6" EXPRESS WHITEHALL, Thayer design, sailing model with 65 sq. ft. tanbark sprit rig, dark green fiberglass hull, mahogany sheer strake and thwart, oak floorboards, flotation tanks fore and aft. New in June 1984. \$1495.

JOE WATKINS, Rochester, NY (716) 244-6976. (3)

16' CANOE, cedar strip. Cane seats, carrying yoke, like new. \$750 or best offer.

STU KLAUSNER, Ithaca, NY (607) 272-6915. (3)

BOAT: A TRUE STORY. All about building a sailboat in a Manhattan apartment and then sailing away. \$1.00 plus 22¢ 1st class postage.

NICHOLAS PECK, 55 Charles St. #2, New York, NY 10014. (3)

KLEPPER AERIUS II folding double kayak with complete sailing rig. Rarely used, in excellent condition. Paddles and life vests. Asking \$1500 or best offer.

JOHN FREEMAN, Burlington, VT, (802) 864-5437 days, (802) 879-6103 eves. (3)

TRADE FOR OUTBOARD: Custom dune buggy, registered, complete with side curtains and roll bar. Ready to go. \$1600 or trade for 35-50hp outboard. Will consider whatever.

DON LANGLEY, Amesbury, MA, (617) 388-3200. (3)

16' BRISTOL outboard boat with controls and cushions. \$895.

DON LANGLEY, Amesbury, MA (617) 388-3200. (3)

16' BOLGER LIGHT DORY, rowing model, Type V. Excellent condition, complete with oars. \$300.

PAUL BUNNELL, Madison, CT (203) 245-0271. (2)

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WILLIAM CLEMENTS BOATBUILDER, P.O. Box 87M, No. Billerica, MA 01862 (617) 663-3103. (TF)

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ADIRONDACK GUIDEBOAT, authentic traditional boat, probably Hamner built. I need to receive some offers on this basically sound boat or it will suffer the indignity of being fiberglassed. **BILL MILLIS**, Waterville, ME (207) 872-8969. (2)

BRAND NEW TRADITIONAL SMALL BOATS: 10' Flat bottom skiff; 10' Semi-dory; 11.5' Columbia (row, sail); 13.5' Good Little Skiff (Culler, row, sail); 15' Peapod (row, sail); 17' Swampscott dory (row, sail); 14' Cotuit skiff (sail). **LORING WORDELL**, Box 394, Hyannis, MA 02601 (2)
12' **GRAVES BUILT** fiberglass Waterbug sailboat with complete rig, fresh re-finish, ready for H2O. Will deliver. \$350. **DAVE PEACH**, Marblehead, MA (617) 631-5571. (2)

MINT SOLO CANOES: Jensen 16' 7" Kevlar, 25 lbs. \$550. Mohawk 16' fiberglass, 45 lbs. \$350. Three sets canoe gunwales, two mahogany, one aluminum. \$40 per set. **EDDIE BRISBOIS**, Hudson, MA (617) 568-8879. (2)

GRUMMAN UTILITY, 4.6 meters open boat, 1980, with Shoreline trailer, \$800. **GEORGE SWANSON**, Portland, CT (203) 342-2334. (2)

BEAUTIFUL FLAGS, banners, wind-socks, yacht ensigns, courtesy flags, marine gifts. Our shop is open 7 days. **FLYING COLORS LTD.**, 468 Thames St. Newport, RI 02840. (401) 846-0418. (TF)

27' **ST. PIERRE DORY**, 1981. Plywood sides, spruce bottom on oak framing. Good condition. \$1700. **JAN NEWHOUSE**, Hampton, NH (603) 926-6948. (2)

12' **NEW FLAT BOTTOM SKIFF**, mahogany ply, fiberglassed exterior. Oak gunwales and bow. A real classic design. Stitch and glue construction. With 7 foot oars. \$601. **WALT'S BOAT & TACKLE**, Dracut, MA (617) 957-5865. (2)

HERRESHOFF 12-1/2, Furman's Clipper, built in 1937. Mahogany, very sound. \$3700. **DAN BRAYTON**, Marblehead, MA (617) 631-7092. (3)

16' **FRIENDSHIP** gaff rigged catboat, completely rebuilt wood classic. \$2500. 16' **CATBOAT**, hard chine camper cruiser, gaff rigged, completely rebuilt. \$3000. **HOLT VIBBER**, Waterford, CT (203) 442-7376. (2)

INTERESTING GEAR: Mold for f.g. kayak seat and rim with seat and rim in it, 27" 1. x 14" w. inside measurement, \$20. Kit to connect remote contr. cables to 9.9 and 15 hp OMC, \$12. Tempo cable contr. OB trim tabs, new, \$22. Mirax aluminized steel gas tank, 12 g., 26x7x19, new, \$65. 3/4" WC flex shaft log, \$12. Wood framed 2-light safety glass windshield, 15" x 53", like new, \$25. Send SASE for data sheet.

BOB WHITTIER, Box T, Duxbury, MA 02331. (2)

JOHN BOAT, 15.5 ft. x 53". Glassed plywood. Well and strongly made. 285 lbs. Wider, quieter than metal. Good calm water fishing/utility boat. Rocker bottom, rows well or use small OB. Like new, \$475. Send SASE for data sheet. **BOB WHITTIER**, Box T, Duxbury, MA 02331. (2)

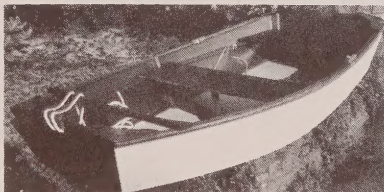
J24. Try performance cruising. Well equipped and well maintained 1980 boat for sale. **PAT WAKEFIELD**, Pt. Clyde, ME (207) 372-8840. (2)

17' **KAYAK**, wood frame, two-ply Dacron hull, one-ply Dacron deck, mahogany coaming, good condition. \$300. **DUNN'S CUSTOM BUILT KAYAKS**, Eden, NY (716) 992-3941. (2)

1934 **WHEELER**, 38' very solid live-aboard. Single screw, 155hp diesel, 3 gph, 140 gal. fresh water, hot/cold w/pressure, two heads. Master stateroom with twin beds, two refrigerators, one 110 vac, one 12 vdc. Hull excellent, cedar on oak, new transom 1984. Topsides 75% refinished. \$22,500.

TED SCARDAMALIA, So. Burlington, VT, (802) 864-5812. (3)

13' **CHRYSLER SLOOP**, fine condition, fine sailer, including trailer, complete. Moving and must sell. \$1200. **DAVID RAY**, Warwick, MA, (617) 655-2123. (3)



6.5' V bottom pram. Mahogany plywood on oak frames. Sprit sail, rudder, lee boards and oars. Excellent condition. \$250 FOB Smithtown, LI, NY. **JACK USIS**, Smithtown, NY (516) 265-5133. (2)



24' **GAFF RIG SLOOP**, clipper bow design by William Atkin, built 1975 by R.K. Wilmes of E. Haddam, CT for his own use. FOAM is fully equipped for gunk hole cruising with her shoal draft and beautifully outfitted cabin for two. Includes 9.9 hp Mercury outboard, good working sails, cradle and cruising gear. Reasonably priced at \$8500. **STEFAN GALAZZI**, So. Orleans, MA (617) 255-6230. (3)



OWN A CLASSIC KINGSTON KETCH: Built by Ransom ca. 1903, rebuilt by Concordia in 1968. Cedar on oak, Everdur fastened. Lines of this boat in Mystic Seaport Museum. Excellent condition, fully equipped including cradle, fitted cover and much more. \$6500. **RENE VARRIN**, Salem, MA (617) 745-5708. (3)

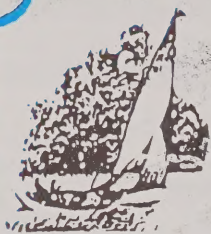
TOWN CLASS rig, complete rigging, mast, sails and hardware. Make offer, \$\$\$ or trade. **DON LANGLEY**, Amesbury, MA (617) 388-3200. (3)

45' **L.F. HERRESHOFF** MOBJACK ketch. project: Hull ready for water, 50hp diesel. Needs rig and interior. Reasonable. Call (207) 882-5504. (4)

14' **MIRROCRAFT**, aluminum, with galv. Dilly trailer. Both excellent condition. **A. PETTERSON**, Weymouth, MA (617) 335-6850. (2)

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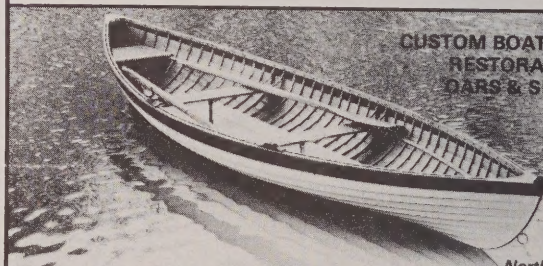
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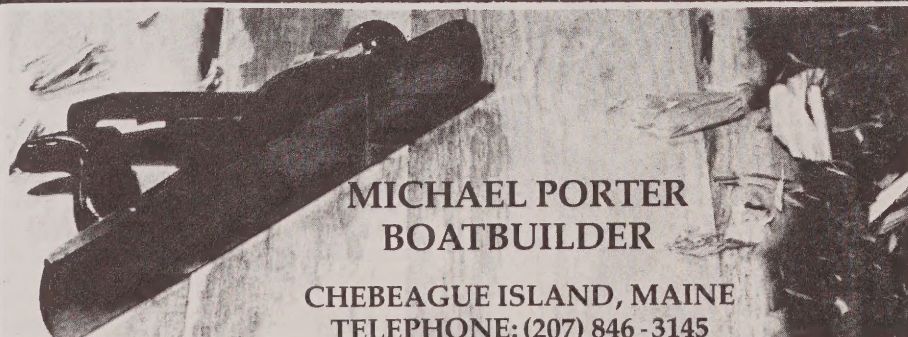
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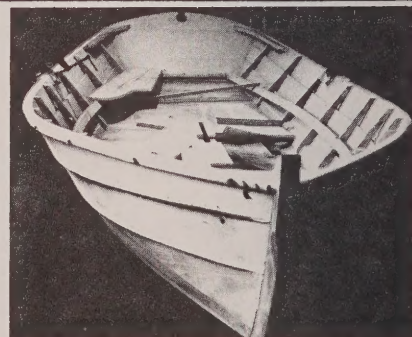
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